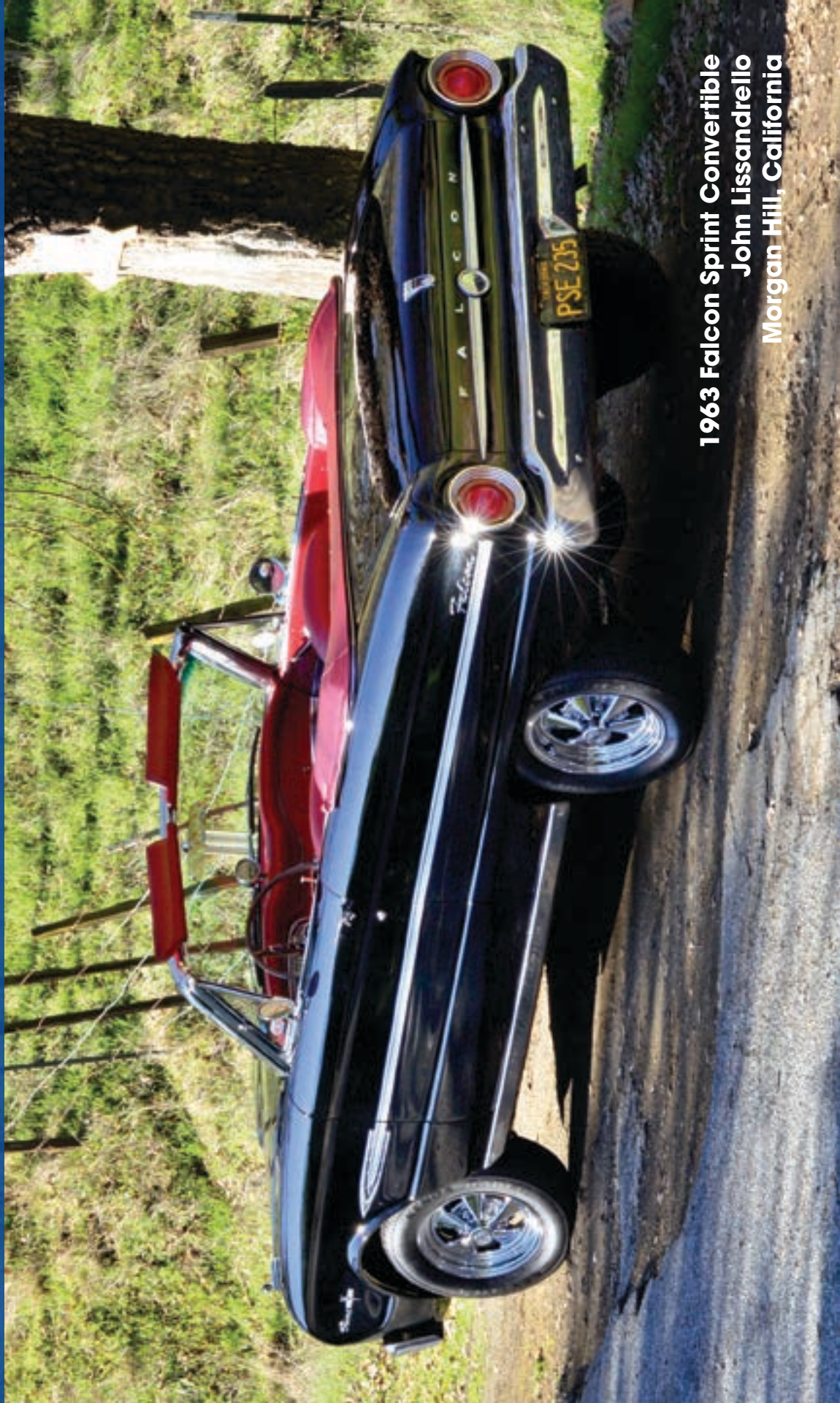


The National *Falcon*

JANUARY 2017

News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1963 Falcon Sprint Convertible
John Lissandrello
Morgan Hill, California

JANUARY 2017

ON THE COVER

1963 Falcon Sprint Convertible owned by John Lissandrello (FCA #15402) of Morgan Hill, California

See more photos of this beauty they call "Eleanor" and be sure to read John's story which begins on page 16.

CALENDAR OF EVENTS

MARCH 24-25, 2017

**NINTH ANNUAL SOUTHERN COAST REGIONAL
PENSACOLA, FLORIDA**

Hosted by Southern Coast Chapter.
Registration form is at falconclub.com.

APRIL 21-22, 2017

**LOUISIANA REGIONAL
GONZALES, LOUISIANA**

Hosted by Bon Temps Chapter.
Use form in this issue to register.

MAY 12-13, 2017

**"VIRGINIA IS FOR FALCON LOVERS" REGIONAL
MIDLOTHIAN, VIRGINIA**

Hosted by Virginia Chapter.
Use form in this issue to register.

JULY 12-15, 2017

**2017 NATIONAL CONVENTION
SACRAMENTO, CALIFORNIA**

Hosted by Pacific Region Chapters
of the Falcon Club of America.

Register online at [westcoastfalcons.com/event/
2017-falcon-club-of-america-national-convention/](http://westcoastfalcons.com/event/2017-falcon-club-of-america-national-convention/).

Please send your FCA event information to
fca.editor@yahoo.com and admin@falconclub.com.

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Visit Falconclub.com and use password imFCAiwi! to access technical articles.

The
National *Falcon* News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay
FCA President



"Always 'work safely' on your projects, wear protective gear, and work with friends whenever possible."

HO! HO! HO! I hope all of you had a great Christmas and New Year's holiday season with family, friends and loved ones. You know your Falcons count, too. I'm betting most of you have those Christmas trees and holiday decorations still up. I really meant to have mine taken down by now, but the tinsel and ornaments are still patiently waiting for me to put them away until next year. Now 2017 is upon us all with those lists of resolutions finished and plans for the new year set in place.

Many of us have tucked away our Falcons for the winter—except maybe those lucky Coasters. You know who you are! I hope many of us will be able to get our major upgrades or new project cars done during these winter months. Always "work safely" on your projects, wear protective gear, and work with friends whenever possible. If you need some assistance, there's no reason not to ask another Falconeer. Many of our members would love to help share their expertise with you.

Hopefully all our members got to enjoy looking through the 2016 National photos in the December FCA magazine. Maybe some of those pictures will spark an idea for something special to use to upgrade your own bird.

I would like to ask that any of our members who know of good parts and services vendors to please ask them to consider advertising in our magazine. We have full page, half page, and quarter page ads available and there is the new business card ad section that is quite reasonably priced.

This time of year is also a good time to start thinking about parts you need or want, and parts to take to a Regional or National Swap Meet. Perhaps cleaning and organizing your workshop is overdue? Mine sure is. My shop has been waiting four years since I moved here for some needed work. Many FCA chapters schedule garage parties, work sessions, or both; these can really be fun and quite productive too. I'm usually more motivated and focused when I have a little help from my friends.

The FCA store managers are ordering their items for the 2017 Nationals. If you have suggestions or ideas for what you would like to see available, please let Bonnie, Mary, or me know as soon as possible.

Speaking of the Nationals, I highly recommend that you start planning to attend the 2017 National Meet in Sacramento, California hosted by the Sonoma and River City Chapters. Early registration always helps the chapters holding the Meet to plan the events. Get those hotel reservations made soon! Even that helps impress the hotel with just how much business we can bring. I may end up flying out there. Any of you California dudes or chicks have extra Falcons they need driven to Sacramento? Have license, will drive!

Take care. Have a safe winter and have fun working on your car projects. *Falcon On!*

—Cliff McKay (FCA #7987)
Peck, Kansas

KEYSTONE CHAPTER HOSTS



The Keystone Chapter's 18th Regional Meet was held May 20–21, 2016 at the Comfort Inn near Bethel, Pennsylvania. This was the eighth time the chapter used the Comfort Inn and Midway Diner for a Regional Meet. Friday night started with 20 Falcons cruising to the Kauffman Chicken Restaurant. This cruise has been a popular event over the years for everyone that attends. Good food with ice cream and miniature golf makes this a nice place for a Friday night event. We had some beautiful weather that evening for the cruise.

Saturday started with rain and continued most of the day. We did get a break in the rain to vote for the top 20 Falcons. Votes were also cast for *Best of Show Stock and Ladies Choice* which were both won by Bruce

and Pam Wolfe of Grantville, Pennsylvania. Emory Standiford of Felton, Pennsylvania took home *Best of Show Modified*. *Oldest Falcon* was won by Elvin and Henrietta Green and Jack and Colleen Ellis took home *Longest Distance*, having driven 999 miles from Basehor, Kansas.

The Chinese Auction was a big hit. The items auctioned included a compressor, a hand made Falcon picture frame, a garden kit, a beach package, a 427 Cammer Engine model, tools and more. The chapter lunch on Friday and Saturday for everyone with plenty of desserts and drinks. The games had to be moved inside to the hotel lobby due to the rain.

The embroidered dash plaque and patch were the emblem for Keystone's 18th Regional Meet.



18TH REGIONAL

Article from Keystone Chapter's *The Falcon Key*

Photos by Mary Lynne and James Baxter



Everyone had a super time playing "The Match Game" where lots of hooting and hollering could be heard throughout the lobby.

The awards banquet was held at the Midway Family Restaurant. Our meal was served family style and

included pie for dessert. Door prizes included buckets of cleaning supplies from Advance Auto, Autozone, Fisher Auto and our KCFCFA members. Awards were presented after the meal.

— Additional photos on page 8



KCFCFA Regional Winners

(No Particular Order)

Kevin & JoAnne Pallitto

1963 two door sedan

Jeff & Renee Wied

1968 four door sedan

Roger & Judy McCarter

1963 Futura hardtop

Vernon & Devra Dinsmore

1965 Futura hardtop

David & Joyce Hodge

1965 Futura hardtop

Lewis & Bobbie Capehart

1963 Futura hardtop

Dennis & Judy Hutchison

1965 Futura hardtop

James & Mary Lynne Baxter

1963 Futura hardtop

Kevin & Lauren Gabel

1963 Futura convertible

Daniel & Rhonda Haines

1964 Futura convertible

Bruce & Pam Wolfe

1963 Futura convertible

Paul & Christine Leonetti

1964 Futura convertible

Elvin & Henrietta Green

1963 Futura convertible

Elmo & Marcia Lewis

1964 Sprint convertible

David & Mary Wagner

1965 Sprint convertible

Bill & Karen Poole

1965 four door wagon

Rick & Cristine Bowes

1963 Ranchero

Bruce Kichline

1964 Ranchero

Roy Kolb

1965 Ranchero

Emory Standiford

1964 Ranchero

Oldest Falcon

Elvin & Henrietta Green

1963 Futura convertible

Longest Distance

999 Miles

Jack & Colleen Ellis

Basehor, Kansas



FALCON V-8

Experimental model from North Carolina—fast family GT car out of Ford by Holman & Moody

With the introduction of Ford's Falcon, Chevrolet's Corvair and Plymouth's Valiant in the fall of 1959 came the re-entry of U.S. auto manufacturers into the "economy" car field. Rambler was making great strides with its American, and Chevrolet's new Corvair was one of the most technically interesting cars to be built in America since the front-drive Cords.

The whims of the car-buying public are not easy to anticipate, however, and, while Ford top brass strutted over the success of its Falcon, the Chevrolet people struggled to discover why Corvair sales were not up to expectations. The Monza version of the coupe changed all this, and Corvair sales soon surged upward while Falcon's began to decline. Then Ford introduced the Falcon Futura, but it didn't help much (though the Corvair never quite got to the volume of sales enjoyed by the Falcon). To secure an advantage over its traditional rivals, Ford began experimental work, using the lightweight Fairlane V-8 engine in the Falcon.

Early trials proved that the Falcon rear axle was not up to the job, the brakes were inadequate and the torque box—the assembly in front of the cowl that supports engine and front suspension—needed beefing up. The

resulting car, to be introduced as the Falcon Sprint before this issue reaches the newsstands, is essentially a shortened Fairlane with a Falcon two-door body. In addition to the Fairlane 260 V-8, the Sprint will have Fairlane brakes, rear axle and torque box, with a choice of either the two-speed automatic or the three- or four-speed floor shift all synchromesh gearboxes.

Some of the experimentation, naturally, has been carried out by Ford personnel at the factory. Coincidentally with this work, Holman & Moody—Ford's racing experts in Charlotte, N.C.—have done some research on their own. Our test car was a very special one-off vehicle from that organization.

The Holman-Moody Falcon carries a 260 Fairlane V-8 for power, which is transmitted through the optional four-speed gearbox—the only visible non-standard equipment being a Mallory coil and distributor, and an aluminum radiator.

However, Messrs. H&M have gone several steps further by removing a three inch section from the body, right through the belt line, lowering the seats about half that amount to regain some lost headroom, and have installed somewhat stiffer springs. Wide-based

wheels and tires were then mounted, the end result of this being a car with much better performance, including acceleration and handling, but a car condemned by its unacceptable stopping resources.

To correct this, Bell Auto Parts—that respected speed equipment center in Bell, California—installed Airheart discs and, *voila*, a car that would stop as well as it would go. Our test car left a lot to be desired from the standpoint of silence and comfort; somewhere along the line it had picked up a great many rattles and squeaks not necessarily associated with stock Falcons, although the engine and exhaust seemed quiet enough. And even though leg and head room was ample enough for most drivers and passengers, the seats weren't comfortable for a long drive.

In removing the three inch section from the body, the men who did the work attempted to retain a look as close to stock as possible. They achieved their goal admirably; during our 10-day period with the car very few people noticed that it was not completely stock. A look at the photos (on page 10) will show that the taillights are slightly smaller than stock, the sealed beam headlights are the outer units from a dual system which uses a five inch diameter lens rather than the 6.5 inch lens used in the standard Falcon setup, the grille has been cleverly reduced in height so that it retains a stock look, and the gas filler cap is in its usual location between the rear bumper and deck lid. This, however, led to one unfortunate circumstance; the filler pipe is so short that gas surges out of the overflow pipe on acceleration, regardless of fuel level, and a smell of gasoline fumes accompanies the car at all times.

Inside the car the stock look is also retained, aside from the fact that the speedometer and tachometer are mounted on top of the panel where they are neatly obscured by the steering wheel rim. Lowering these instruments about one inch would put them back in view for most drivers.

Driving an experimental car such as this (and that is all it is at this point) brings out many of the flaws in our domestic cars, and yet serves to illustrate the potential that is there. The steering of our test car was left stock and, while we think it is too slow even for a stock car, it is even more out of character on a car as sporting as this one could be. We discovered that the usual handling vices accompanying noseheavy cars with slow

—Continued on page 10

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KEYSTONE CHAPTER HOSTS REGIONAL

—Continued from page 5





WEDNESDAY, JULY 12 TO SATURDAY, JULY 15, 2017
LIONS GATE HOTEL & CONFERENCE CENTER
3410 WESTOVER STREET
SACRAMENTO, CA 95652

Have You Registered?

Register online at westcoastfalcons.com/event/2017-falcon-club-of-america-national-convention/.

Show Highlights

Show events include the Ladies Tea, Pizza Party, Banquet, Cruise, Falcon Parts tour, and a visit to Old Sacramento.

FCA and Sacramento Microsite

Visit this website to get more information on Sacramento! It includes driving directions, discounts, and special events taking place in Sacramento the week of the show! Go to visitsacramento.com/falconclub/.

Contact Info

For questions regarding registration, please contact Shirley Barrowman by email at 2falconsers@att.net.

For conference questions or any other miscellaneous questions, please contact Ray Johnson: email 57ray@pacbell.net or phone 707-535-6476. Check out our event website westcoastfalcons.com for information.

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The missing three inch section is not as obvious as one might expect; the tail lights and arched rear wheel cutouts being giveaways.

FALCON V-8

—Continued from page 7

steering are still present (a plowing tendency of the front end from understeer, accompanied by much arm twisting) but minimized apparently by the lower center of gravity and the wide-based wheels and tires.

In spite of the somewhat heavier engine, the sprung / unsprung weight ratio was worsened somewhat, due to the section which had been removed from the bodywork to make it lighter, and the weight added to the unsprung members by the larger wheels and tires. This resulted in a ride somewhat akin to that of a hydroplane skimming across a choppy surface—as if the car were tippy-toeing across the high spots .

The unfavorable weight distribution of our test car made itself most apparent on very tight, twisting roads or when a corner caught the driver by surprise, causing him to be unprepared to take the proper line. In these instances the front end would plow in the manner typical of most U.S. cars. However, when we were

prepared and were able to make the most of the good power-to-weight ratio, excellent gearbox and brakes, and the “sticky” tires, the car could be set up in a good drift or slide—depending on the radius of the turn—and controlled with the steering and throttle.

Our first acceleration run proved the need for better shocks and some sort of torque-reaction bar, like, for example, the accessory made by Traction Master. As soon as the engine was revved up and the clutch engaged, the rear axle began to dance, and shed the spider gears from the stock Falcon differential before we could back off. Replacing the spider gears and adding stiffer rear shocks enabled us to finish our test routine and get some acceleration figures, albeit with a somewhat more cautious use of the clutch.

Other than the continuous gas smell, which should be easily corrected, and the uncomfortable (to us) seats, this Falcon Special was great fun to drive. We could have wished for quicker steering and a little softer (but better controlled) ride, but the fact remains that a car of this type has a good potential as a family GT car.



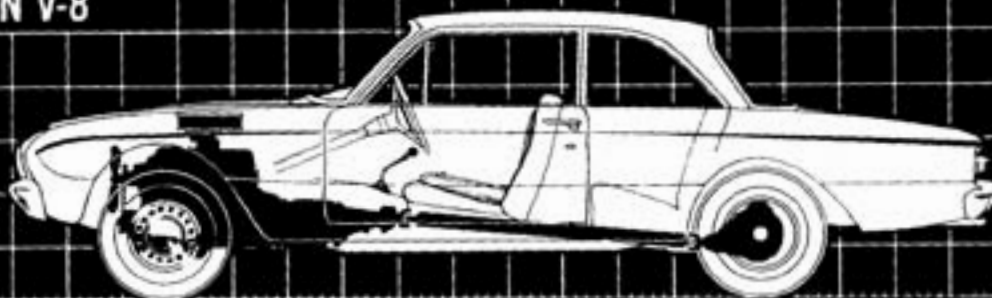
This could be the start of something big—and we hope it is.



Six is company, eight's a crowd, but well worth the effort.



ROAD TEST FALCON V-8



SCALE 1/4" = 1" OVERALL

DIMENSIONS

Wheelbase, in.	108.5
Tread, f and r	55.0/54.0
Over-all length, in.	181.1
width	70.6
height	53.5
equivalent vol, cu ft.	396
Frontal area, sq ft.	21.0
Ground clearance, in.	7.9
Steering ratio, o/a	27.0
turns, lock to lock	4.8
turning circle, ft.	38.3
Hip room, front	2 x 21.0
Hip room, rear	57.0
Pedal to seat back	38.0
Floor to ground	10.0

CALCULATED DATA

Lb/hp (test wt)	11.6
Cu ft/ton mile	147.1
Mph/1000 rpm (4th)	20.5
Engine revs/mile	2930
Piston travel, ft/mile	1460
Rpm @ 2500 ft/min	5220
equivalent mph	107
R&T wear index	41.0

SPECIFICATIONS

List price	n.a.
Curb weight, lb	2650
Test weight	3010
distribution, %	55/45
Tire size	7.00-13
Brake swept area	n.a.
Engine type	V-8, ohv
Bore & stroke	3.80 x 2.87
Displacement, cc	4261
cu in.	260
Compression ratio	9.2
Bhp @ rpm	260 @ 5800
equivalent mph	119
Torque, lb-ft	269 @ 4500
equivalent mph	92

GEAR RATIOS

4th (1.00)	3.50
3rd (1.41)	4.93
2nd (1.78)	6.19
1st (2.36)	8.26

SPEEDOMETER ERROR

30 mph	actual, 29.0
60 mph	61.2

PERFORMANCE

Top speed (6000), mph	123
Shifts, rpm-mph	
3rd (5900)	86
2nd (5950)	69
1st (6000)	56

FUEL CONSUMPTION

Normal range, mpg	n.a.
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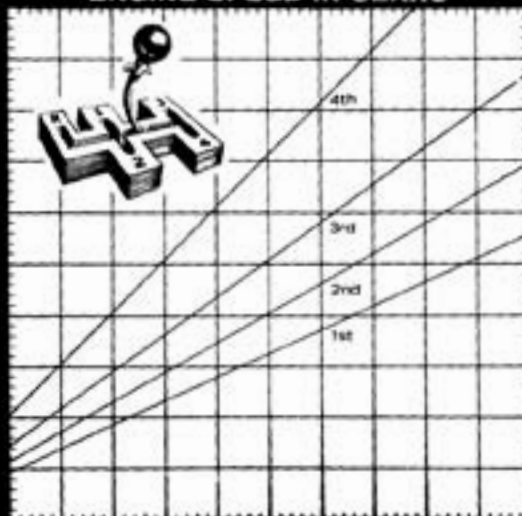
ACCELERATION

0-30 mph, sec.	3.7
0-40	4.8
0-50	6.3
0-60	8.5
0-70	11.4
0-80	14.6
0-100	25.2
Standing 1/4 mile	16.0
speed at end	84

TAPLEY DATA

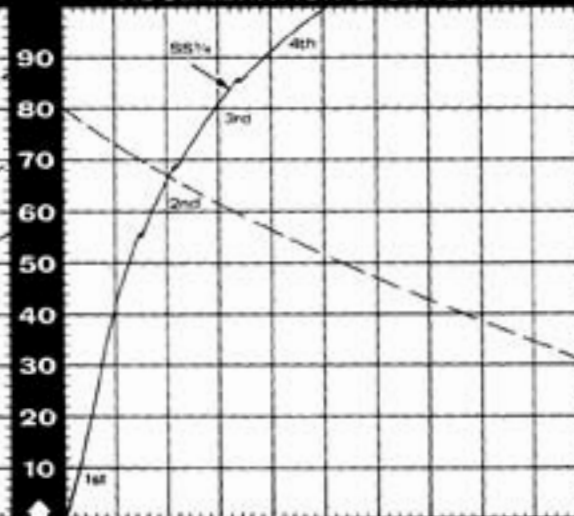
4th, maximum gradient, %	18.8
3rd	26.5
2nd	off scale
Total drag at 60 mph, lb	120

ENGINE SPEED IN GEARS



2000 3000 4000 5000
ENGINE SPEED IN RPM

ACCELERATION & COASTING



5 10 15 20 25 30 35 40 45
ELAPSED TIME IN SECONDS

In August Metro Detroit Club members cruised the country roads to the Red Barns Spectacular & Swap Meet at the Gilmore Car Museum located in Hickory Corners, Michigan.



A Look Back at 2016 Chapter Events

Keystone Chapter members attended Das Awkscht Fescht in August in Macungie, Pennsylvania. The festival included arts, crafts, antiques, collectibles, food, car show, and entertainment.



In July, the Northeast Chapter had a great turnout at the Goddard Park Car Show in Warwick, Rhode Island, which was held in conjunction with the Autos of the World show.



The Mason Dixon Chapter family had 27 attendees at the Nationals in Baraboo in July. Many of the members traveled north together in an organized migration. Every evening during the show, they met for Happy Hour, courtesy of Ed Sickels. The girls are adorned for a great time together at the Ladies Tea.



Heart of Texas had a great turnout for their "End of Year 2016" get-together. Looks like great weather and some great looking Falcons.



FALCONS FOR SALE



1961 Sedan Delivery drag car, 500 cubic inch big block Ford, Dominator carb, Trick Flow Specialty Heads and intake, built by Johnny Arnold, Arnold Racing Engines, Pensacola Florida and recently freshened by Mike Kennedy, Racing Engine Development, Inc., Trinity, NC. Mild steel chassis built by RooMan (Keith Burgan) in Indianapolis, IN. Best times are 8.80 in the 1/4 and 5.50s in the 1/8. Car comes with two extra complete third members (4.30 and 4.86), a spare top sportsman powerglide trans., and custom built engine stand. Lemon ice paint, all steel

except hood, hood scoop, and front and rear bumpers. Onboard fire extinguisher, funny car roll cage, fuel cell and has previously been certified and passes inspection each time. Car is extremely well-built with top-flight equipment and meticulously maintained. Car is titled and ready to go. For additional photos and info., please look at my website, tweetrevenge.com. Many Falcon Club members may remember the car from the National Falcon Convention held in Indianapolis when I ran an exhibition race with Dick Estevez and the Daddy Warbucks Falcon. See *The Falcon News*, May 2007. \$46,000 OBO. David Weich, dweich@carolina.rr.com or 704-829-5435. NC. 161112



1962 Falcon wagon for sale. Want to sell whole, as is. Many good parts. Could be restored. No REASONABLE offer refused. Donna Card, 207-740-7015, dlcard55@gmail.com. ME. 161210



1962 Ranchero, 170 three speed column. Light blue exterior with copper color interior. Ready to drive around town. \$6,500. 318-553-4467. Shreveport, LA. 160106

1964 Falcon Sedan Delivery Clone Pro Street. 289 V-8 bored .030 over. Demon Carburetor. C4 transmission. Ceramic coated headers with x-pipe and side exit exhaust. Shock towers removed. Adjustable coil over shocks. Tubbed. 9" rear end with caltracs bars. Show or cruiser. \$24,000 OBO. Jeff Long, 316-706-6199 or helmet@yahoo.com. KS. 160805

1964 Falcon Sprint convertible, red on red with new black top. 260 V8, dual exhaust, four speed, bucket seats, original interior. Sprint tach, AM radio, power steering,

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factory air. Four new red line tires with new sticker spare. Completely rust free. First Place winner at Dover and Dearborn Nationals. **READY TO SHOW!** \$35,000 OBO. Dick Gutermuth, 410-557-4525. MD. 161209



1964 Ford Falcon Club Wagon Station Bus window van. Originally a California vehicle which is in nice solid condition with very minor rust issues. The van has a 170 cubic inch engine with a C4 automatic transmission. The van is an original factory built automatic vehicle and not a conversion. It has a refurbished steering box and a rebuilt front axle that has new king pins. It has a Petronix electronic ignition and it has been converted over to the Ford style alternator charging system. The van runs and drives. Will Sell for \$5,000. Bob Karpenko, GreedyMite@Hotmail.com, 716-735-7547. If no answer, leave a message and a good time to return the call. Middleport, NY. 161115

1965 Ranchero, new red paint, new upholstery, chrome on bed, new brakes, runs good, \$4000. 1965 Mercury Caliente, disassembled and ready to paint. New floor pans, nice body, no dents, one owner, \$3,500. Robert, 806-683-3550. TX. 170117

1965 Falcon 200 L6, 1964 Falcon two speed automatic transmission, driveline, rear end, Falcon 14 gallon gas tank, and torque converter. Prefer to sell all together but will sell separately. Pick up only; \$1,000 for all of it. Call Ryan at 757-817-4278 or email stardiero75@gmail.com. Bremerton, WA. 170104

1965 Futura hardtop, \$1,200. 1965 Sprint with hood scoop \$3,000. 1965 Futura hardtop, \$800. 1965 Futura convertible, four speed, \$2,000. 1964 Futura hardtop bare body in primer on rolling chassis, \$4,000. 1964 convertible parts car, \$500. 1964 Futura convertible, \$1,500. 1964 Futura convertible, \$1,000. 1964 Sprint 289 V-8 with headers and floor shifter, \$2,500. 1964 Futura hardtop with Comet dash and 302 V-8 three speed, \$2,500. 1963 sedan 200 six cylinder, \$3,500. 1963 Deluxe station wagon, \$2,500. JL Branson, 4097 Hwy T, Marthasville, MO 63357. Call 636-228-4501 or email jlbranson@mail.win.org.



1965 Squire Wagon four door, V8, four barrel, three speed manual on column. Light blue exterior, two tone blue interior. New carpet and new upholstery. Power tailgate, luggage rack and wind deflectors. New shocks, brakes, tires, carb, and muffler. Original miles 134,500 with only 8,000 on new motor. Asking \$6,500. Shown at the 2016 FCA Nationals. Call Robert at 417-298-7852 or crowfarm52@yahoo.com. MO. 161120

—Continued on page 18

1960-1970 FALCON

Contact us for your Falcon parts.

We stock ornaments, rubber weatherstrips, bumpers, grilles, steering, brake and suspension parts. Interior trim, mirrors and manuals. Please mail in for your Falcon parts catalog today.



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MEET ELEANOR THE 1963 SPRINT CONVERTIBLE AND THE LISSANDRELLOS





Late in 2014 my wife, Marilou, and I decided to purchase a classic car. I've always wanted a car from the 1960s and had been particularly fond of the early Camaros and Mustangs. To our shock, classic cars aren't cheap. Our initial budget of \$7,500 wasn't going to buy us much of a Camaro or Mustang so we started looking at other affordable models.

On our path, we came across the Ford Falcon. Initially, we started looking at 1963 Futura convertibles. We thought it would be fun driving around with the top down in the California sun. The more we looked, the more we learned about the Falcon line. From a six cylinder Futura we decided to move on to an eight cylinder Futura for a little more pep. Eventually we learned about the Sprint line and we were hooked. The 260 V-8, four-speed transmission, tachometer, and wood-like steering wheel were the bomb and I had to have one.

Fortunately for us, I met John Howard, FCA North Eastern Regional Director, on Facebook. He told me that a friend of his, Jim Norvell, was selling his 1963 Sprint convertible. After a few phone calls and several pictures, Marilou and I decided to purchase our first classic car—sight unseen. I know that sounds crazy but we felt very comfortable dealing with Jim and John and we knew how much the Sprint meant to Jim.

The car finally arrived in February of 2015 and we couldn't have been happier. By this time, we were already members of the FCA and the local Golden Gate Chapter. I had a list prepared of car shows to attend and we were looking forward to the upcoming car show season.

It didn't take me long to start wanting to make improvements to "Eleanor". We found a set of NOS seat covers and door panels and had them installed. The new seat covers made the car really pop. Everywhere we went with the car people would wave or tell how beautiful she was. It was a great feeling to have such a nice car and we felt blessed.

After several shows, we entered our Sprint in the 25th Annual FCA Pacific Regional event held by the Golden Gate Chapter. It was a fun spending the day with other Falcon enthusiasts.

—Continued on page 20

—Continued from page 15

PARTS FOR SALE



I have the following parts for sale to fit a 1960–61 Falcon.
1) Two sections of the core support. Surface rust only, no holes. They come with the rubber boots for the parking light wiring. 2) Two stainless headlight retainer rings. 3) Two headlight adjuster rings. Surface rust only. 4) Two headlight buckets, blasted and primed, with wiring. Need internal springs. Price for the entire group is \$295. Shipping is additional. Email me for more detailed photos and descriptions. Bob Balsie, 607-205-1078, a10hog@stny.rr.com. NY. 161208

Two speed auto transmission out of a 1962, six cylinder Falcon, \$125. Four red/white/blue hubcaps in good condition, \$15 each. Used torque converter from 1974, C4, 302 cubic inches, \$40. Contact Ed at egreene40@yahoo.com or 401-741-1181. RI.

1963,'64,'65 Sprint and Futura front doors and rear side glass and frames; also rear glass and windshield. Chrome for 1963,'64,'65 Ranchero and cars, four speed transmission and linkage. 1963,'64,'65 taillights and buckets, power steering setup, automatic and standard transmissions. 1964 or 1965 Falcon or Mercury power tailgate. Too much to list. Robert, 806-683-3550. TX. 170117

All NOS: C2DZ-17696-A Falcon outside mirror, \$100; mirror with water stain on Falcon emblem, \$75. Ford 260 V-8 emblem in box, \$65; C2DZ-10883-A temperature gauge, \$50. Six cylinder original Ford rocker shafts, \$45 each. C6DZ-6206081-A glove compartment lock and keys, fits 1964–65 Falcon and Mustang, \$65; C7DZ-15052-A cigarette lighter, excellent chrome, \$50. C3DZ-13208-A parking light lens, amber, \$30 pair, two sets, fit Fairlane and Falcon. Original Ford left and right door handle pads, four pieces, fit 1960–65 Falcon, \$25. All prices plus shipping. John Simone, 413-527-8502. MA. 170108

Forty to fifty year collection of parts—grilles with h/b covers, \$295 to \$495; dash clusters complete, \$95 to \$195; taillight buckets and lenses, \$35 to 48. Large box of new Ford parts, \$350, bumper brackets, \$95 to \$150. Motor mounts complete, \$95. Tailshaft housings, \$95. Three speed six cylinder new low gear and clusters, \$95; three speed, five bolt bell housing, \$125, turn signal housing and lens, \$45. Ranchero roll trim, \$295; 1963 consoles, \$295 to \$350.

Falcon 13 inch hubcap sets, \$95 to \$125; transmission parts, three speed main shafts, bell housing to frame bracket, \$95. Raolo plater, \$45 to \$125; horn rings, center, deluxe good chrome, \$45 to \$125. Glove box doors, \$65 to \$95; ash trays, \$35; chrome cigarette lighter, \$25 to \$45. Six cylinder exhaust manifold, \$95. Arm rests, \$65 to \$75. Many other parts. Call Ed at 435-688-9730. UT. 161113

1963 Falcon Futura convertible parts—selling as a lot Front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Make offer. Oliver Jergensen, 360-631-8213. WA. 170103



1963 Ford Falcon Futura complete 170 six cylinder engine with two speed automatic transmission. Mint condition with 63,000 original miles. \$500 OBO. Pick up only. Call or email Richard at 301-873-4777 or wrbpb@inbox.com. MD. 161001

1965 289: crankshaft \$150; eight connecting rods cast #C3AE, \$100; harmonic balancer cast #C5AE, \$50; valve covers, \$60; 2V intake cast #C5AE-9425 D, \$75. 1966 289 short block: block cast #C5AE 6015 E, cast date 5H24, machine date 5J3H, \$350. 1966 289 heads cast #C6OE, date codes 5F10 & 5H17, \$200. 289/260 Falcon exhaust manifolds, \$100. 1965–66 two barrel set up: intake cast #C6OE-9425-A, date 5E4; carb cast #C5ZF B; pvc system, thermostat housing, carb spacer, fittings, engine tag etc., \$250. 1968 302 4V intake manifold cast #C8ZE-9425-A, date 8A31, carb spacer, pvc system, coil bracket, thermostat housing, fittings etc., \$300 for all. New AFR competition aluminum heads, part #1450, 205cc, 58cc combustion chambers, \$2,050. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. Keith Litteken, 314-480-2556 or kslitteken@aol.com, MO 170102

1960–63 Falcon sedan “No-Mar” gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessory, \$275. 1960–63 sedan NOS gas caps and 1964–65 NOS sedan gas caps, in Ford box, \$90 each; 1960–63 Ranchero/wagon gas caps, good used condition, \$150; 1963 Deluxe Wagon gas cap, chrome handle, good used condition, \$195. 1962–63 Squire wood grained gas cap NOS in box, \$295 each; 1962–63 hood scoop excellent used condition, \$200, 1962 grille and headlight doors; good used, straight, needs repainted, \$495; 1963 “deluxe”

fender spears, three sets, \$75-\$150 per set; 1962-63 fender top ornaments, restored, \$75-\$100 per pair. 1960-65 V-8 motor mounts: frame mounts, bolts, "C" brackets and heat shields, \$200; Sprint Horn Ring, driver quality, \$75. 1960-65 Falcon jacks, restorable, \$100 set of four pieces; 1960-65 four door sedan doors, stripped or complete, no rust, \$100-\$200 each; 1961-65 Station Wagon tailgate cranks, good used condition, new keys, \$250-\$350. 1965 two speed wiper conversion wiring harness, switch/bezel motor/bracket, \$395; 1968-70 LR taillight surround, excellent used condition, \$95; 1968-70 taillight lens, excellent used condition, \$50; 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125; L/R front fenders, near perfect, \$300 each; excellent hood \$300; headlight brackets/buckets \$125 for both sides. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Lenny at Kellogg's Garage, lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 170109

Don Branson's 35 year collection of good used parts for 1960-69. Hoods, \$75; doors, \$75; grilles, \$150-\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or jlwbranson@mail.win.org. MO. 160707

PARTS WANTED

Good usable dipstick tube for 260 CID engine with generator, used is OK as long as it has no cracks or dents. I'm also buying 1964 embossed license plates. Skip Goddard, 425 Valeri Ann Rd., Paulden, AZ 8334-2605. 170107

Windshield and flat door and quarter glass without scratches or dents for 1963-65 Falcon or Comet convertible. Also driver side stainless quarter panel trim rail for 1965 Falcon hardtop/convertible. Email Ed at muddahfadduh@gmail.com. PA. 170104

I am looking for 1965 Falcon Ranchero chrome pieces for both sides. I'm looking for the pieces that run along the bed where it runs up the back of the cab. Dave, dlcoffelt@cablone.net. ID. 161114

WANTED: 289 Hi Po San Jose built four speed radiator, Top tank is stamped C4ZE W-MO G2 2-65. 3939-S fuel pump. I am looking for February 1965 date code. My car was built March 24, 1965 at the San Jose, California plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO 63128-1416. 314-480-2556 or kslitteken@aol.com. MO. 170102

Self-regulating electric clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jliissandrello@msn.com. CA. 161205

1962-63 top fender emblems, the chrome base with the red white and blue Ford crest in the "spyglass." I have four NOS right side, need to buy, sell, or trade for left side in NOS condition. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO. 170109

Bed top trim for "round body" 1960-63 Ranchero. I have the two corner rear pieces, but need the three long pieces—right and left side and back. Prefer bright metal, but will accept painted. No dents, deep scratches or deep rust. Bob Gardner, 832-528-1006, cyfairrunner@yahoo.com. TX. 161221

MISCELLANEOUS FOR SALE

Shop Manuals by Ford: 1960-63, \$34.95; 1964-68, \$49.95 each; 1969-70 \$59.95 each. 1963 Owners Manual, \$14.95 Part Interchange Manual, 1960-65 or 1963-70, \$39.95 each. Falcon 140 page Road Test book 1960-70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077 or Alex@books4cars.com. WA. 170101

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Please resubmit your classified ad each month that you would like it to run.

Visit Falconclub.com for events and technical articles.

Use password imFCAiwi! to access tech articles.

MEET ELEANOR AND THE LISSANDRELLOS

Continued from page 17

Not only did we end up winning *Best in Class*, but we also walked away with *Best in Show* and *Ladies Choice Award*. It was a great day to own a Ford Falcon.

We had big plans for our Sprint convertible going into 2016. So far we have replaced the carpet and kick panels, added a new retro battery and, after months of searching, we installed one of those super-hard-to-find self-regulating electric clocks to the dash. I think I found the last one on the planet!

While we were working on the Sprint convertible, we decided to buy a 1963 Sprint hardtop to complete our set. This one is mostly original but needs some work. "Helenor" has been in the shop getting her transmission overhauled, new drum brakes all around, and a new front end. She's a little rough now but will soon be as pretty as her younger sister.

In addition to local car shows throughout the summer, we registered for the 26th Annual FCA Pacific Regionals in October 2016 in the Sacramento, California area. We hope to bring both Sprints. Speaking of Sacramento, we are super excited about the FCA Nationals coming to the West Coast in July 2017.

—John Lissandrello (FCA #15402)
Morgan Hill, California



Meet also 1963 Sprint hardtop Helenor, the Lissandrellos' newest fleet member, who is getting some upgrades but will soon be ready to accompany Eleanor to regional shows and the 2017 FCA Nationals.

MEMBER UPDATE



Aloha, FCA members. I recently got in touch with Merle Martin, the owner of the Ranchero in this picture. He only lives 20 miles away in Hawaiian Oceanview Estates. We were able to rendezvous at our local coffee shop in Na'alehu. He was a bit camera shy, but I got the shot of our Falcons together. He's 85 years old and has done most of the work on the Ranchero himself. We had a good talk and showed off our cars to a few tourists, who saw them sitting together in the parking lot. Mahalo.

—Joe Demoruelle (FCA#14018)

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408-628-7397
sectreas@goldengatefalcons.com
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Your 1963 Falcon Sprint I.D. Please!

Few would argue that the 1963–65 Falcon Sprints are the most popular birds of the species. Your favorite Falcon model may not be a Sprint, but the market indicates that 1963–65 Sprints, both hardtops and convertibles, are the most sought after Falcons and command the highest prices.

In an attempt to learn more about the true identity of the Sprint models, let's take a look at each of the Sprint models beginning with the 1963 year. Technically, the first Sprints were 1963½ models due to their mid-year introduction. Other mid-year offerings included V-8 options for all of the other Falcon models.

Unfortunately, Ford Motor Company did not do a good job documenting the 1963 Sprint models with the Vehicle Identification Number (VIN) or the Model Code. The VIN is stamped into the top of the inner fender on the driver's side of the engine compartment. The Data Plate (sometimes referred to as the warranty plate) is located on the rear portion of the driver's door and is clearly visible when the door is opened.

The VIN does exactly what its name implies. It is the official identifier of the vehicle. Because this number is stamped into the metal at the factory and used in official ownership records, it cannot be altered without a great deal of trickery. On the other hand, the Data Plate is riveted to the driver's door and can be removed or lost if the door is replaced. Data Plates are reproduced by after-market suppliers, so be wary. The Data Plate also includes the VIN, and other information about the car such as the type of model, engine, trim, colors, axle, transmission, etc.

The first digit in the VIN is the year of the vehicle. In this case, it is a "3", for 1963. The second digit identifies the assembly plant for the vehicle. For example, an "H" identifies the Lorrain, Ohio facility. The next digits in the VIN are important to the identification process because they identify the Series or model of the vehicle.

In the case of 1963 Sprints, a 17 series indicates the vehicle is a Sprint or Futura hardtop. There is not a separate or distinct series for the Sprint. For Sprint and Futura convertibles, they share the 15 series number.

Going next to the Data Plate, assuming one is still there, we should make sure the VIN on the plate is the same one stamped into the engine compartment. The model code listed on the plate contains the most important information in the identification process. The model code for the Sprint hardtop is 63C, and the model code of the Sprint convertible is 76B. However, these codes are the same for their Futura counterparts (hardtop and convertible) with bucket seats. Strike two!

So now that we have the numbers out of the way, let's review the physical differences and visual cues that support the validity of a Sprint. First of all there were three different transmissions available on the Sprint models. Choices included a three speed manual transmission (column shifted), four speed manual (floor mounted) and a two-speed automatic. However, only one engine was available in the 1963 Sprint, and that engine was the 260 V-8. There have been rumors that early Sprints could be had with a six cylinder. I have never seen one, but would love to hear from you if you have some documentation regarding one.

The beautiful 1963 Sprint hardtop below is owned by Neil Lenard from California. Note the F-A-L-C-O-N lettering across the rear trunk panel.



By Al Aiello

westcoastfalcons.com

November 2004, updated December 2008



All Sprints had F-A-L-C-O-N block letters across the rear portion of the car. Non-Sprint hardtops and convertibles had F-U-T-U-R-A letters across the back. If you question the validity of a Sprint, then open the trunk and check for signs of filled-in holes for the F-U-T-U-R-A block letters that may have been replaced with F-A-L-C-O-N letters.

Sprint models have a definitive S-P-R-I-N-T script and V-8 emblems on the front fenders. The Futura and Sprint models share the same spear on the front fenders and the same side trim on the remainder of the car. However, the trim on a Futura model is painted either black or white, and not painted on a Sprint. There are distinctive S-P-R-I-N-T emblems located on the pillars of the car.

The interior of the Sprint has some distinct differences compared to its Futura counterpart. The Sprint has a special 16 faux wood grain steering wheel, the hub of which has distinctive SPRINT lettering and two racing flags. A special 6,000 RPM SPRINT Tachometer is mounted at the top center of the instrument panel. A special SPRINT emblem (instead of a Futura emblem) appears on the glove compartment trim. Sprints were equipped with bucket seats and a center console, but so were many Futura models.



In the engine compartment, more visual clues exist for the Sprint model. A special Sprint V-8 emblem was used on the left side valve cover. The Sprint also had a special chrome package including a chromed air cleaner, oil filler cap and valve covers.

In short, be aware that the 1963 Sprint hardtops and convertibles shared the same series and model identification numbers as their Futura brethren. There were 10,479 Sprint hardtops (series 17, model 63C), and 10,972 Futura hardtops with bucket seats (series 17, model 63C) produced in 1963. There were 17,524 Futura hardtops with bench seats (series 17, model 63B) produced that same year. There were 4,602 Sprint convertibles (series 15, model 76B), and 12,250 Futura convertibles with bucket seats (series 15, model 76B) produced in 1963. There were 18,942 Futura convertibles with bench seats (series 15, model 76A) produced that same year. If you look at the production and ID numbers, the rarity of the 1963 Sprints is evident (especially Sprint convertibles) and the potential for deception, or at least confusion, is present.

A prospective buyer should ask a seller for any written documentation that could document the authenticity of the car. Surprisingly, many cars will exchange owners along with the original purchase order, sales receipt, or other important information.

In writing this article, it was not my intention to infer that Sprint owners would deliberately be dishonest about the validity of their cars. As cars change hands over the years, and prices continue to escalate, let the buyer beware. I've researched this topic, but its possible that I made errors, so any person wanting to identify a 1963 Sprint should conduct their own research.

—Al Aiello (FCA #2502)
Santa Rosa, California

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1961

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470-429-3953
phillipbarber8494@comcast.net

1962

Joe Tatti
2140 Falmouth Terrace, Burlington, Ontario L7P 1X9
905-335-2834
jctatti@bell.net

1963

Jim Simmons
389 CR 214, Eureka Springs, Arkansas
479-981-4445
jim@modestojim.net

Vic Falcone
3102 East Old State Road, Schenectady, NY 12303
518-355-7756
vfalcon64@aol.com

1964

Jerry Kratz
216 Highland Ave., North Wales, PA 19454
215-699-2456
kpauto@aol.com

CONVERTIBLE

James Cole
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404-427-8998
(no email)

HARDTOP AND SEDAN

Richard E. Alyea
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405-789-6592
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1964/1965 STATION WAGON

Frank Servas
P.O. Box 10, Center Valley, PA 18034
falcon@hyperlips.com

1965

Jim Hatcher
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You Ask...We Try To Answer

Q.

Where can I go to get specific information on the web about parts for my Falcon?

A.

Check out our website, falconclub.com where many Tech Tips are available. Our advertisers also have valuable information on their websites. Check their ads for site info.

Try these Facebook pages—Falcon Club of America and Ford Falcon Owners Group—where you will find forums, comments, and tips from members.



Falcon Club of America Facebook page

For Falcon Owner's Group Facebook page



Here are some websites and forums that have been suggested by other members.

fordmuscleforums.com/falcon-pages/ — Falcon Discussion Forum

ranchero.us/forum/index.php

joesfalcon.com — Restoration of a 1964 Falcon Sprint Convertible

fordsix.com/forum/ — Discussions on the Ford straight six motor found in many Falcons

automotivetouchup.com/touch-up-paint/ford — Matching paints touchup information

Send links you have found helpful for Falcon friendly advice to Editor, fca.editor@yahoo.com.

Here is one site that I have found useful for calculating tire diameters and determining wheel offset and backspace.

—Bruce Wolfe, Head Tech Advisor

Calculate Tire Diameter & Section Width

GO TO https://rob-robinette.com/tire_diameter.htm

Tire width (mm):	Aspect ratio:	Wheel size (inches):
<div>155 165 175 185 195 205</div>	<div>85 80 75 70 65 60</div>	<div>11 12 13 14 15 16</div>

Tire diameter (inches) =

Tire section width (inches) =

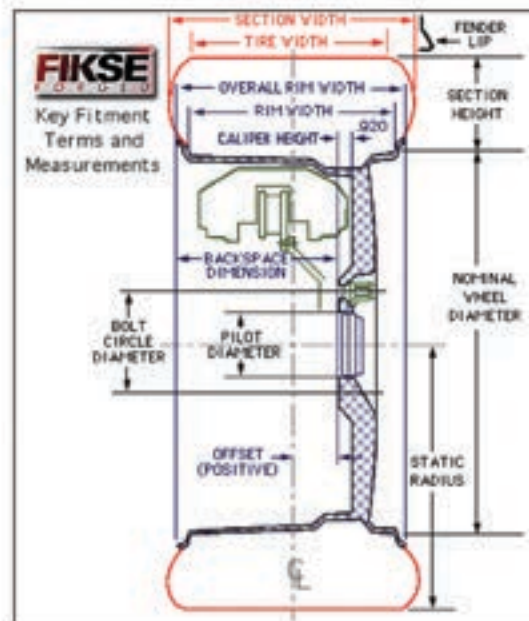
Tire sidewall (inches) =

Tire circumference (inches) =



Wheel Offset and Backspace Diagram

GO TO https://rob-robinette.com/wheel_offset.htm



Send your Tech Guys questions to our Head Tech Advisor Bruce Wolfe at afutura@verizon.net.

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THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

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Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

Please include the following for FALCONS FOR SALE ads:

Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your vehicle.

Asking price: Examples: \$8,500; \$3,600 OBO

Contact information: Your name, email address and/or phone number (913-555-5555) and your two digit state code (MI).

For PARTS FOR SALE ads, please include description of item, asking price, and contact information as above.

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Checks should be made payable to the Falcon Club of America.

Ads and photos may be sent by email to fca.editor@yahoo.com.

Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
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Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

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A Look Back at 2016 Nationals

